## WHITE STAR KNEW

As Early as 2:30 A. M. Monday, Senator Smith Believes.

NEWS FROM, MONTREAL

Line's Agent There Telephoned a Message From Cape Race.

TOLD OF HITTING BERG

Of Sending Off Women and Children, of Vessel's Sinking by the Head.

Senator William Alden Smith, who neck up single handed some odd points the testimony which the Senate comittee took on the wreck of the Titanic, worked all day yesterday getting evidence, some of which was made part The rest Senator Smith of by way of personal information. which he will use to guide his recommenations to the Senate.

He said he knew that a report reached the White Star officials here at 2:30 o'clock a Monday morning, which to him at ast would have been sufficient to inate that the Titanic was in the last extremity. The message came by telehone from the White Star's agent in Montreal, who heard it through the wirestation at Cape Race. The report originated on the Allan liner Virginian.

l am convinced," said Senator Smith as night, "that the White Star Line id have information through a telephone conversation with their agent in Montreal at 2:30 o'clock on Monday morning. Vice-President Franklin of the company aided the report to Liverpool. The onversation was of such a character that it should have fully apprised them something very serious had hap-The burden of it was that the manie had struck an iceberg at 10:25 anday evening; that the women and ildren were being taken off in boats, and the vessel was sinking by the head t went on to say that the latest messizes by wireless from the Titanic were red and that the wireless ceased 37 in the morning."

Senator Smith then displayed a copy the Anaconda Standard, which printed the substance of this message as an Assoited Press despatch.

if I had been Mr. Franklin," said the "with this information in my esession. I would have taken a very ave view of the Titanic's condition would have spoken up and would have would not have bolstered up false hopes. as was done on Monday.

John Bottomley, who is vice-president. secretary and treasurer, and general manager of the American Marconi Comwas questioned closely. His tesimony was taken down by a stenographer and was made a part of the record. Senator Smith asked him if he had made an effort to get in touch with the officers of the Carpathia after the accident.

I asked them for 500 words of news or us to give out," said Mr. Bottomley, He went on to say that on Tuesday

the Titanic had sunk at 6 o'clock aday evening. He then went into the Menday evening. He then went into the chies of the retention of news by a wire-iess operator so that they could sell it when they got to shore. Mr. Bottom-ley couldn't see that there was anything wrong about it. They couldn't send any news anyhow, he said, except under the orders of the captain of the ship. He added that men were not hired with the understanding that they would get special newards for news stories. They were paid well enough anyhow, he went on considering that they were at sea and nsidering that they were at sea and

no expenses. nator Smith asked him what he senator Smith asked him what he cought of holding up news of a great reaster, the idea being that perhaps here would be plenty of money ashore to the story when the ship docked. Mr. Stream's son-in-law; Dr. Richard Weil, the family's physician, and Lee Collins.

The body was in charge of James Reilly of the Macy store, who was sent to Halifax several days ago to meet the Mackay-This was in the interest of

been informed by any person mobile hearse, wireless, cable, letter or word h, or otherwise, whether the offi-

ng of the Titanie prior to 10 o'clock to said he didn't, but he the burial.

thing there to indicate that word thed New York by that hour stimony of Mrs. J. Stuart White he restimony of Mrs. J. Stuart White femorelif. N. Y. was also made a part he record. Mrs. White said she had a zwakened by the crash when the chit the iceberg and had gone on about twenty minutes after she ick. She could find none in authority, the went to the deck below. She was it to go back to the boat deck and did at time to get into lifeboat No. 8. There come seaman on the boat and two stews. Neither of the stewards knew Neither of the stewards knew about rowing a boat. She of them why he didn't row. had never seen an oar before.

old him to put it into the oarlock. here is the oarlock?" he asked re is the parioc k?" he asked
or Smith said he was disappointed
estimony of E. J. Dunn, the man
id him in Washington that a
Union operator had heard over
at 8 o'clock on Monday morning
Titanic had gone down.

athot make public the name of formant," he said. "I received dence. Both him and Mr. Dunn to be recalcurant witnesses. Their only was unsatisfactory. There is a on the surface in the testimony per one that the operator saw a bearing on the Titanic dis-will investigate further in an check up the things the told t will make public the results "

THE PRUDENT INVESTOR

of to-day is putting his surplus money into our GUARANTEED MORT-GAGES on New York City Real Estate. Safe from the effects of stock fluctuation or political uncertainty.

LAWYERS MORTGAGE CO. Capital & Surplus, \$8.500,000

59 Liberty Street, Manhattan 184 Montague Street, Brooklyn

## **ASTOR'S BODY REACHES** HOME UP THE HUDSON

Vincent Astor and Nicholas Biddle Accompany It to Rhinebeck.

FUNERAL IS TO-MORROW

came to New York night before last to Will Be Held at Church There and First Mrs. Astor Will Attend It.

> The train bearing the body of John Jacob Astor reached Rhinecliff-on-the-Hudson yesterday afternoon at 4:35 o'clock. With it were Vincent Astor, Co! Astor's son, and Nicholas Biddle of Pniladelphia, who went to Halifax to bring Col. Astor's body to New York for

The train was stopped at Ferncliff Dock, a small station on the Astor estate which is about a mile and a half from the house. A party of old employees of the Astor family were at the station ready to meet the train. The private car Oceanic, which brought the body down from Halifax, was dropped from the train and switched to a siding. The employees then lifted the box containing the coffin from the car and carried it to an undertaker's wagon.

Vincent Astor and Nicholas Biddle went directly to the house and were met there by Mrs. Astor, her mother, Mrs. William H. Force, and her sister, Miss Katherine Force. They had reached Rhinecliff about two hours before Col. Astor's body was taken in charge by the employees at the Ferncliff Dockestation.

The funeral will be held to-morrow at noon from the Church of the Messiah at Rhinebeck, of which Col. Astor was a warden for fifteen years. The Rev. Ernest Saunders, rector of the parish, will officiate, and he will be assisted by the Rev William Manning, rector of Trinity in New York. After the service the body will be placed on a special train and brought to New York for interment in Trinity Cemetery at Amsterdam avenue and 153d street. His body will be placed beside that of his mother, Mrs. William Astor, who died on October 30, 1908.

ken the world into my confidence, and house of Mr. Astor, 840 Fifth avenue, that It was said yesterday afternoon at the Mr. Astor's former wife, Mrs. Ava Willing Astor, and her daughter, Muriel Astor, would go to Rhinebeck on Saturday for the funeral. Mrs. Astor and her daughter reached New York on Wednesday by the Kaiser Wilhelm der Grosse and are at the Ritz-Carlton.

The party which will go from New York to Rhinebeck on Saturday will travel by a special train on the New York Central It is expected that only the relatives and close friends of Mr. Astor will be in the

It was said vesterday that possibly the family would follow the custom of reading the will after the interment ceresazes and news reports and he asked them to keep their wires open for wireless despatches. He also ordered the Marcut stations at Hailfax, Cape Race and Sale Island to send on to New York all the news of the disaster they could get.

Senator Smith asked Mr. Bottomley at at any time he had tried to influence Certain or Bride to hold up on their news of the control of the firm all the control of the co

#### STRAUS'S RODY HERE

Taken Direct to Undertaker's-Funeral Will Be a Private One.

The body of Isidor Straus arrived here yesterday on the Boston express from Halifex. To avoid publicity the family had the train stop at the 125th street station. It pulled in shortly after 3 o'clock and was met by Mr. Straus's sons, Herbert and Percy; Dr. Alfred

Bennett and take charge of the body or Smith shot at him this ques-Do you know of your own knowl-been informed by any person mobile hearse. The family followed

or been informed by any person in automobiles.

In a subject or word in automobiles.

In a body will remain at the undersorb, or otherwise, whether the officient, or otherwise, whether the officient, or otherwise, whether the officient, or otherwise, whether the officient in automobiles.

The body will remain at the understaker's until the funeral plans have been arranged. Jesse I. Straus is expected to arrive to-day on the Lusitanie. The family will then have a conference as to the burial.

lock in the records of the com-later he sent word that he couldn't by a member of the family, will be strictly

#### SAW SEVEN BODIES AT SEA.

But Captain of the Gibraltar Did

Not Know of Titanie Disaster. The Lamport Holt freighter Gibral vesterday from Middlesbrough passed on April 26, off the Banks, east of the position where the Titanic foundered snew six bodies of men, all wearing black and She all kept affoat by lifebelts, and the body of a child about 4 years of age. Drifting with the bodies were fragments of cabin furniture and two steamer chairs. Capt. Barker of the Gibraltar, having sailed from Middlesbrough three days before the Titanic was wrecked, and having no wireless, was puzzled to account for the wreckage, but suspected that some liner had come to grief by hitting ice. He stopped his ship and cruisred about in the vicinity where he had seen the bodies, but found no living person.

Two hours after passing the bodies Capt. Barker saw a large iceberg about six miles to the south of the course. He was naturally curious about the wreckage and when the pilot came aboard off the Hook yesterday morning he was startled at the vastness of the disaster. Barker of the Gibraltar, having sailed fro

At the request of some of the Titanic's crew and the friends of seamen, a fund has been started for a Titanic memorial Senator Smith look at message on the disaster with the idea that them much be the one of which we stand that an official request spoke. The Western Union is stand that an official request Senate investigator was equivared by a simple one Contributions should be a simple one Contributions yesterday to the Mayor's Titanic fund amounted to \$1,215, and was one of the first from vessels built for the have constructed at Eric Mayor's Titanic fund amounted to \$1,215, and was one of the first from vessels built for the low York Fruit Trade and Auction Houses, \$629.88; William J. Curtis, \$100, and brokers of New York Rajah Temple, A. A. O. N. M. S., Reading, Pa., \$100, and brokers of New York and link will use her chiefly as a curb market, \$224.

## BRITISH BEGIN INQUIRY INTO TITANIC DISASTER

Attorney-General Isaacs Out- his life in the Titanic disaster. lines Questions on Speed and Warnings.

SEAMEN ARE REPRESENTED

Lord Mersey Permits Counsel to Take Part—Atmosphere of Mourning.

Special Cable Despatch to THE SUN LONDON, May 2.- The British Wreck Commission, under the presidency of Lord Mersey, formerly Judge of the Admiralty Division of the High Court of Justice, which is investigating the foundering of the steamship Titanic, began its sessions to-day. The proceedings are expected to last a month, as witnesses to the number of 300 have been summoned to attend.

disposition. He dispensed his comforts as a quartermaster with justice and so as to endear himself to every one with whom he was associated. He loved his mother and it was a great sorrow when she was taken from him. It always seemed to me that he never married because of his love for her.

"In Manila and in Washington, as here in Augusta, he became known as Archie." Commission, under the presidency of Lord to-day. The proceedings are expected

of 300 have been summoned to attend.

To-day's business was confined to the routine course of precedure. There was a marked lack of public interest in the inquiry, which is probably due to the fact that the principal witnesses are either in the United States or sailed for England to-day on the Adriatic.

Two-thirds of the 300 seats allotted to the public in the drill hall of Westminster Hall were empty and the vast space labelled "Ladies Gallery" contained only five women. On the right of Lord Mersey and his assessors a gigantic model of the Titanic was displayed, with a large route chart of the North Atlantic beside it. On the left was a sectional diagram of the Titanic laying bare its internal arrangements, for the purpose of illustrating the evidence which is to come. Unfortunately the acoustic properties of the hall were suitable place.

At the opening Attorney-General Isaacs

At the opening Attorney-General Isaacs briefly outlined the course which he proposed the inquiry should take. He assured Lord Mersey, the chairman of the ommission, that the resources of the Government were unreservedly at his disposal. To-day the course of procedure would be decided upon; to-morrow ne would open the case for the Board of Trade and proceed with the evidence from that time. The questions which he would invite the court to consider were twenty-six. The first eight would deal with matters before the moment of the casualty, even of the time at which the first warning of ice was given.

The next six questions, said the Attor ney-General, would deal with the warnings said to have been given and with such precautions, taken or omitted, aboard the Titanic. The casualty itself would

hose who mourn the loss of relatives and friends among the passengers, the officers and crew of the Titanic.

"The accident." he said. "exceeded in magnitude and in harrowing incidents ny disaster in the history of the mercantile marine. I cannot forbear paving a tribute to those whose devotion to duty and heroic self-sacrifice maintained the best traditions of the sea."

Sir Robert Finlay, formerly Attorney-General and now chief counsel for the White Star Steamship Company, seconded the remarks of the Attorney-General and

"The disaster has given an opportunity

or a display of heroism and devotion to duty which has maintained the best traditions of the mercantile marine." traditions of the mercantile marine."

Lord Mersey, the chairman, refused the application of several organizations to be represented at the hearings. The only exceptions he made were in favor of the Nationa! Seamen's and Firemen's The other applicants for official repre-

ietained at the Board of Trade and would e examined as early as possible. It was noticed that Lord Mersey, the

ssessors and counsel all wore black clothes and ties and a mourning atmosphere pervaded the session. A large number of counsel have been briefed for the investigation. In addition to the six who will represent the Board of Trade the White Star Steamship Company has five and there are counsel for he Allan, Canadian Pacific and other shipping companies, for the underwriters

enforce the proposed new law. A representative of the United Fruit Company opposed the bill, saying that its steamships carried freight almost exclusively.

TAFT EULOGY FOR MAJOR BUTT President Almost in Tears at Augus-

ta Memorial Service. Augusta, Ga., May 2.—President Taft attended a memorial service here to-day in honor of Major Archibald W. But the President's military aid, who los

Major Butt was a native of Augusta and almost the entire city observed a mourning day for the services. The City Hall, the Post Office and many stores

Mr. Taft made the principal speech at the memorial exercises and paid tribute to Major Butt. He was deeply affected and was on the verge of tears.

"I first met Archie But t," said Mr. Taft in the Philippines. He was then a Cap tin in the Quartermaster's Department He was an active officer and had the reputation of being loyal and faithful. Every body liked him because of his sunny disposition. He dispensed his comforte

#### ISMAY SAILS FOR HOME.

Looks Well and Says He Feels Well,

but Is "Very Tired." Bruce Ismay, head of the International Mercantile Marine Company sailed yesterday for Liverpool by the White Star liner Adriatic, looking well and declaring that he felt well although very tired. A report had been in circulation in the morning that Mr. Ismay was quite ill at his rooms in the Ritz Carlton and that he would not take passage by the Adriatic. No effort was made by the counsel for Mrs. Louise Robins, widow of the valet of the late Col. Astor, to serve Mr. Ismay with papers in her suit for \$50,000 against the Oceanic Steam Navigation Company (White Star Line) for the loss of her

the Titanic. The casualty itself would be the subject of one question.

Eight more questions, said the Attorney-General, would deal with the event that followed it and with the steps that had been taken to save the vessel and the lives of the passengers and crew. There would be a general question, the legal representative of the Government declared, dealing with the construction and equipment of the Titanic in matters such as provision for supplying the lookouts with binoculars and also the arrangements for searchlights. The speed at which the Titanic was travelling when she struck the iceberg would also be investigated minutely.

The Attorney-General said that he wished, on behalf of the Government, to express the deepest sympathy for all those who mourn the loss of relatives.

#### TITANIC SUIT IS FILED.

Widow of Col. Astor's Valet Specifica Negligence.

husband, Victor Robins, Col. John Jacob Astor's valet, who was lost in the Titanic disaster, was filed yesterday afternoon in the admiralty branch of the United States District Court.

Mrs. Robins says that her husband's death was due directly to the negligence of the Titanic's owners because: First, the ship had been warned of the prox-imity of icebergs and in spite of the warn go to sea with an almost entirely new crew which had never worked together before; fourth, the ship did not carry an ade-quate number of lifeboats; and, fifth, after the collision the lifeboats were not

The other applicants for official representation included the Southampton Seafarers Union and the Ship Constructors Association, and they were disgruntled over the chairman's decision. They tried to argue their claims, but Lord Mersey was inexorable.

Attorney-General Isaacs said several members of the Titanic's crew who arrived on the liner Lapland were being detained at the Board of Trade and would Charles Olsen, a passenger on the Titanic Charles Olsen, a passenger on the Titanic, who went down with the ship. The petition was filed by Norton Chase of 140 Nassau street, counsel for Mrs. Olsen.

#### ROBB SALE ENDS TO-DAY.

First Three Days of Library Anction Have Brought \$10,703.50.

the sale of the J. Hampden Robb library

in the American At Galleries, which con-

the Allan. Canadian Pacific and other shipping companies, for the underwriters and surviving officers, for many passengers, for relatives of those who perished on the ship and for the officers of ships which received the C Q D of the Titanic when she was sinking.

SEA MADE SAFER BY LAW.

SEA MADE SAFER BY LAW.

Two Wireless Men. Scarchlight and More Boats Are Recommended.
Washington. May 2.—Equipment of all American vessels with searchlights, two wireless operators and sufficient life saving apparatus for every person on board are provided for in a bill unanimously reported to the House by the Merchant Marine Committee to-day. Chairman Alexander called it "probably the most humanitarian measure presented to Congress this year."

United States Commissioner of Navigation Chamberlain asked the committee to-day for additional appropriations to enforce the proposed new law. A representative of the United Fruit Company

In the American At Galleries, which concides with the two sessions to-day, is \$10,763.50. For the two sessions to-day, is \$10,763.50. For the two sessions to-day, is \$10,763.50. For the two sessions yesterday the two sessions to-day, is \$10,763.50. For the two sessions yesterday the amount was \$2,831.50.

At the evening sale low prices preday the amount was \$2,831.50. At the evening sale low prices preday the amount was \$2,831.50. At the evening sale low prices preday the amount was \$2,831.50. At the evening sale low prices preday the amount was \$2,831.50. At the evening sale low prices preday the amount was \$2,831.50. At the evening sale low prices preday the amount was \$2,831.50. At the evening sale low prices preday the amount was \$2,831.50. At the evening sale low prices preday the amount was \$2,831.50. At the evening sale low prices preday the amount was \$2,831.50. At the evening sale low prices preday the amount was \$2,831.50. At the evening sale low prices preday the amount was \$2,831.50. The ludes with the two sessions to-day, is

#### The U. S. S. Wolverine Placed Out of Commission.

WASHINGTON, May 2. - The United States steampship Wolverine, the only paddle wheel vessel of the navy, to-day was ordered out of commission at Eric,



"Short Stories?" Yes. "A Novel?" Yes. "The Bachelor Dinner" by Olive Briggs is both. Stories imaginative and dramatic but always human, the bright-colored strands of a single cord blend into a romance that mounts to an abrupt, unforeseen climax—the love story of a character of unusual power, that till the end verges on tragedy.

\$1.25 net; postpaid \$1.35.



### LIVES LOST ON TITANIC HAVE COST \$1,881,111

'Insurance Press' Gets Some Revised Figures From the Companies.

ONE MAN HAD \$146.750

John B. Thayer Carried \$50,000 on Life and \$120,000 in Accident Insurance.

ance companies as to their losses by the Titanic disaster are published in the current issue of the Insurance Press. With a few exceptions all the figures are taken from direct reports to the Press.

panies which have made up their figures comes to \$1,881,111. The Northwestern Mutual Life heads the list with \$500,000. Next comes the Mutual Life with \$246,000 the Equitable Life with \$175,000, the Penn Mutual, \$136,000; the Travelers, \$100,000; the Pacific Mutual, \$100,000; the Mutual Benefit, \$91,500; the Metropolitan Life, \$82,000; the Connecticut Mutual, \$60,000; Provident Life and Trust, \$27,000; the Fitna Life, \$25,000, and so on down to the Dominion Life of Waterloo, which, like

The largest insurance carried by a sin-house keeper on the Irish coast for many cover \$50,000 with interest and costs from Dakota. His life was insured for \$116,- ber Daniel went to Ireland to claim his the White Star Line for the death of her 750. The next largest was that of John B. Thayer for \$50,000. Mr. Thayer also carried \$120,000 worth of accident in-

> Edgar J. Meyer, New York, \$50,000. George D. Wick, Youngstown, Ohio, to this side kept it in his clothing.

Benjamin Guggenheim, New York, \$25 .-

William B. Silvey, Duluth, \$22,500. Walter M. Clark, Los Angeles, Cal., Isidor Straus, \$20,000.

\$15,000. Albert A. Stewart, \$15,000. John B. Cumings, New York, \$19,000.

ports from thirteen companies.

The Travelers reports a loss of \$1,000,000, the Æina Life (accident) \$200,000 and the Standard Accident \$100,000.

The biggest accident insurance policy was carried by Emil Brandeis of Omaha.

Neb., \$175,000.
Some of the others are Charles M. Hays, \$80,000; Frank M. Warren, \$56,000. Stephen W. Blackwell, Trenton, N. J. \$32,000, and Alexander T. Comptor, Jr. Lakewood, \$29,000.
Two policies of \$5,000 each in the Preferred Accident Company became \$15,000 each under the triple indemnity provision, while another policy in the same company for \$10,000 was raised to \$99,000 by double indemnity and accumulations.
Mrs. John B. Thayer has received from the Travelers Insurance Company of Hartford a check for \$120,000, according to the Insurance Press.

#### MINIA CETS NO MORE.

to the Insurance Press.

Will Return to Linlifax on Monday With 15 Bodies She Has.

HALIFAX, May 2. The last hope that more bodies of Titanic victims would be recovered from the Atlantic was ended to-day when the Minia reported that she is still encountering bad weather. Her captain sent word that he has only the fifteen bodies previously reported on board and that he will return to Halifax early next Monday. early next Monday.

Late to-day none of the unidentified bodies brought to Halifax by the Mackay-Bennett had been identified. To-morrow a number of them will be buried here.

Services for Benjamin tinggenheim.

Memorial services for Benjamin Gugthe missing, were held at the Hotel St. Regis yesterday by the members of the family. About 250 friends attended and family. About 250 friends attended and there were many messages of condolence received. The Rev. Dr. Joseph Silver-man of Temple Emanu-El officiated.



Season after season fad or fancy popularizes some new color---it comes and it goes---but one color remains always --- GRAY; the unfailing favorite of young men and old. Here you will find an army of grays---light, dark, medium drab and slate---Oxford grays, Cambridge grays, and the famous Brill grays, the Dixie gray at '20 and

For Men and Young Men Ready-to-Wear. Motorwearables for Owner and Driver at Our 49th &t. Store.

Brill Brothers

BROADWAY, at 49th St. 279 BROADWAY, rear Chambers St. 47 CORTLANDT ST., near Greenwich. 125th STREET, at 34 Ave. UNION SQUARE, 14th Street, West of Broadway. Harlem Store Open Every Evening.

## The Provident Loan Society

the Quaker gray at \*15.

from date of making.

Loans from \$1 to \$1000 upon pledge of personal property

INTEREST RATES

Cone per cent. (1%) per month or fraction thereof
One-half per cent. (2%) charged upon loans repaid within two weeks from date of making.

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Eldridge Street cor. Rivington Street Seventh Ave. bet. 48th & 49th Street.
Courtland Avenue cor. 124th Street.
Grand Street cor. Clinton Street Courtlandt Avenue Cor. 148th Street.

BROOKLYN
Graham Avenue cor. Debevo's St.
Pitkin Avenue cor. Rockaway Ave.

## WENT DOWN ON TITANIC, HIS FORTUNE WITH HIM

The latest reports from the life insur- Policeman Had Been to Ireland to Collect an Inheritance.

The total loss on the part of those com- HIS SISTER WAS SAVED

Moran Had More Than \$12,000 in Bank Notes When He Died.

One of those who died on the Titanic was Daniel Moran, a policeman, who had the Prudential, \$50,000; the New York Life, \$17.351; the Germania Life, \$20,000; the State Mutual of Worcester, \$30,000; the to have been used in part for the support of three other sisters in this country and is said to have amounted to between \$12,000 and \$15,000, willed to Daniel most of the Canadian companies, lost but and his sister by his father. Patrick Moran of Limerick, who had been a light-

He died two years ago and last Novempart of the old man's savings, which were about \$30,000, and to bring home his sister, who had been paying a visit Some of the larger life policies and the to her relatives on the other side. The money was mostly in bank notes and Daniel Moran, in bringing the money

> This is according to the story that his sister, Bertha Moran, told yesterday at the house of her uncle, John Nestor, a private policeman living at 1226 Shake

speare avenue. She told of how her brother came to her at the time of the disaster telling Walter C. Porter, Worcester, Mass., her that the ship had struck a berg and was in danger. She did not have time to dress, she said, putting on an old coat and hurrying to the deck. She and her brother were third class passengers

John R. Cumings, New York, \$19,000.
Walter D. Douglas, Cedar Rapids.

Ia., \$19,000.
Arthur W. Newell, \$19,000.
William T. Stead, London, \$10,000.
Emil Taussig, New York, \$19,000.
Henry B. Harris, New York, \$5,448.
Major Butt, \$2,000.
The Metropolitan Life Insurance Company paid the first claim on the life of a policyholder lost on the Titanic on the life of Henry Sutehall, Jr., of Buffalo, who carried \$1,000 ife and an industrial policy of \$125. Within twelve hours after the Carpathia docked this claim was presented and was paid at once.
The latest reports from the accident insurance companies show that these companies lost a total of \$1,583,000 on the Titanic. The Insurance Press gives reports from thirteen companies.
The Travelers reports a loss of \$1,000,000.
The biggest accident \$100,000.
The biggest accident insurance policy was carried by Emil Brandeis of Onnaha.

policeman for three years and was last at the Alexander avenue station. Police Captain Post of that station said yesterday that Moran was one of the finest young

post office bill a provision making an ap-propriation of \$2,000 each for the families of J. S. Marsh, O. S. Woody and W. L. Quinn, mail clerks lost in the wreck of the Titanic. WASHINGTON, May 2 .- Equipment of two wireless operators and sufficient life

#### QUARTER CENTURY BEFORE THE PUBLIC.

Over Five Million Free Samples Given Away Each Year.

The constant and increasing sales from samples, proves the genuine merit of Allen's Foot-Ease, the antiseptic powder to be shaken into the shoes for Tired, Aching, Swollen, Sweating, Tender Feet. Gives instant relief to corns and bunions, blisters and callous spots. Allen's Foot-Ease makes walking a delight. Just the thing for Dancing Parties and for Breaking in New Shoes. Sold everywhere, 25c. Don't accept any substitute. For FREE t. ial pack. age address, Allen S. Olmsted, LeRoy, N.Y.

# Sayings Hiram

Ther ain't no full-blooded man livin', Miss Bassett, that kin keep all ten of the command-

ments all the time.' 'Ef St. Paul wus to come back on airth and offer me a hoss. saving it wur a six year old, the fust thing I'd do would be to look at its teeth."

"Ef I had my way, a man'd have year before he could marry her. Then everybody'd be happy that long anymay.

"Wimmin suffrage, if it ever comes, may change things moughtily ; but up to now no man e er cut any figger in polyticks with a woman sittin' in his lab.

Hiram Blair By DREW TUFTS

At All Booksellers A. G. MeCLURG & CO., Publishers

good old-fashioned story of love

# Coward



**BUNION COMFORT** FOR WOMEN

No matter how large, swollen or sensitive the joint may be, or how much trouble it is eausing-proteet it with this COWARD SPECIAL BUNION SHOE, and you will say: For this relief much thanks."

Made with extra deep, cup-shape bunion pocket, from the softest leathers procurable. With regular heel, and with Coward Extension Heel, a great help to weak ankles and falling arch.

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